



The ABCs of MTC



Your Guide to
the Bay Area's
Transportation
Planning,
Financing and
Coordinating Agency



Metropolitan Transportation Commission



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October 2007



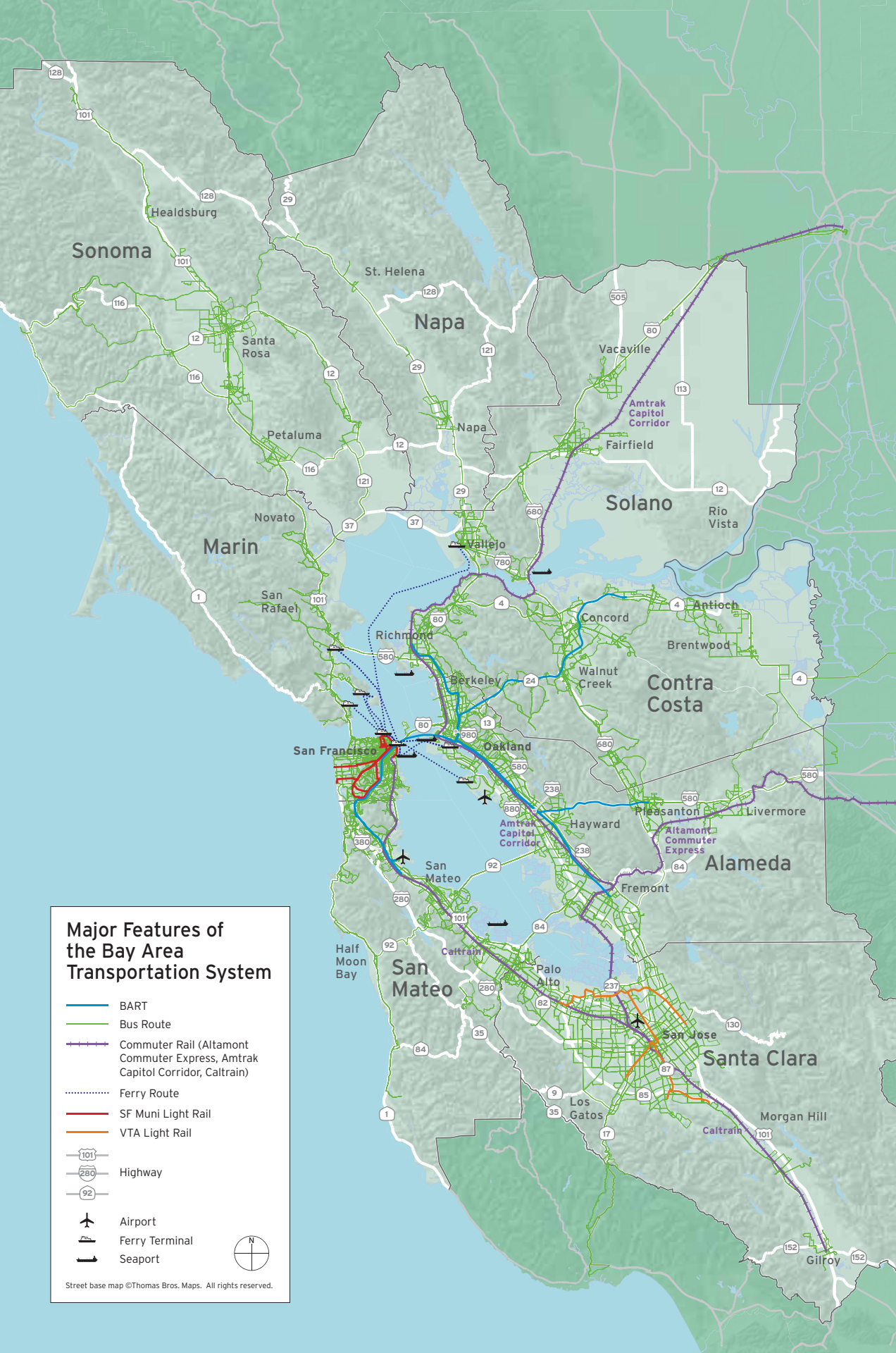
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Metropolitan Transportation Commission





Major Features of the Bay Area Transportation System

- BART
- Bus Route
- Commuter Rail (Altamont Commuter Express, Amtrak Capitol Corridor, Caltrain)
- Ferry Route
- SF Muni Light Rail
- VTA Light Rail
- Highway
- Airport
- Ferry Terminal
- Seaport

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Welcome to MTC

Have You Heard of Us?



The **Metropolitan Transportation Commission (MTC)** may not be as well known to you as your local transit agency, but what we do touches your life each time you leave home to travel around the nine-county San Francisco Bay Area. Our job is to make sure the regional transportation network functions smoothly and efficiently, and to plan responsibly to meet the future mobility needs of our growing population.

The purpose of this book is to introduce our agency to you, and to provide you with an inside look at how transportation policies take shape and regional decisions are made. Even more important, we show how you can take part in this process.



Have We Heard From You?

As a public agency that helps to fund transportation projects in the region, MTC invites and encourages public participation. We want to know what you think. We want you to share with us your ideas for improving Bay Area transportation, and

Help us keep the
Bay Area moving.

we want to know what steps
you think we should take to
make this happen.




With many needs and limited funding, transportation programs and projects rely on public input and the support that comes through an open, inclusive process. We urge you to become part of that process and to make your views known.

This guide can't tell you all that MTC does, but it opens the door and invites you to become better acquainted with our projects and programs. Please join us as we strive to accomplish our mission: to keep the Bay Area moving. ■



You Already Know MTC

Whether or not you associate them with us, you’re probably familiar with some of the services MTC offers to the Bay Area traveling public. Here are a few of the higher-profile initiatives we have undertaken to improve operations and enhance the efficiency of our regional transportation network.

511 Traveler Information	
	Launched by MTC in 2002, 511 is a 24-hour, toll-free phone and Web service (511.org) that consolidates Bay Area transportation information into a one-stop resource. 511 provides up-to-the-minute information on traffic conditions, incidents and driving times; schedule, route and fare information for dozens of public transportation services; instant carpool and vanpool referrals; bicycle routes and more.
FasTrak®	
	FasTrak® is the electronic toll collection system used on the Bay Area’s seven state-owned toll bridges and the Golden Gate Bridge. The Bay Area Toll Authority (BATA), an arm of MTC, manages marketing and customer service operations for FasTrak® – which by eliminating the need for commuters to stop and pay tolls helps to improve traffic flow and reduce congestion-related pollution at bridge toll plazas.
TransLink® Smart Card	
	MTC is leading the effort to have one “universal” ticket – called TransLink® – to pay fares on all Bay Area public transit systems. TransLink® went into service in the fall of 2006 on AC Transit and Golden Gate Transit buses and ferries. Over the next four years, this “smart” fare card will be accepted on Muni, BART, Caltrain, SamTrans, VTA and all other transit systems in the region.



Freeway Service Patrol



Sponsored by the MTC Service Authority for Freeways and Expressways (SAFE) in partnership with Caltrans and the California Highway Patrol (CHP), the Bay Area's Freeway Service Patrol (FSP) is a fleet of roving tow trucks that are on the lookout for stalls and accidents during peak commute hours. Today, 83 trucks patrol some 500 miles of the region's most congested freeways. On average, FSP drivers stop more than 10,000 times a month to rescue stranded motorists, clear dangerous road debris, tag abandoned vehicles and otherwise help make the Bay Area's freeways safer and less congested.

Call Boxes



The bright yellow, solar-powered call boxes you see along Bay Area highways are there courtesy of MTC SAFE, Caltrans and the CHP. Some 2,100 roadside call boxes are in operation 24 hours a day, seven days a week. The call boxes provide motorists with a direct line to dispatchers, allowing them to report a road hazard, a flat tire or a mechanical breakdown. Some 30,000 calls for help are made annually from the roadside boxes.

Getting There on Transit



Published by MTC, this free, pocket-sized guide includes directions to 250 popular destinations in the nine-county region that are easily reached by bus, ferry or rail. *Getting There on Transit* features 15 full-color regional and local maps (including close-ups of downtowns) showing routes offered by 37 bus, rail and ferry operators; a directory of special taxi and van services for elderly and disabled riders; and connections to the Oakland, San Francisco and San Jose airports.



Bay Area Transportation Basics

If there is one characteristic that defines Bay Area residents, it's our desire to go places. Whether it's around the block or around the Bay – walking, bicycling, driving or riding public transit – we are footloose folks, on the move 24/7. To reach our destinations, from one end of this nine-county region to the other, we make use of a complex network of sidewalks, streets, roads, bike trails, freeways, bridges, buses, ferries and rail systems that link together above and below ground, under and across the Bay, and across town, city and county boundaries. Dozens of agencies and organizations work cooperatively to operate and maintain this network, from state agencies such as Caltrans and the California Highway Patrol, to local governments and transit agencies.

These key facts and figures sketch the rough dimensions of the Bay Area transportation network and help bring it into focus.

THE BAY AREA

9	Counties that touch San Francisco Bay: Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano and Sonoma
101	Municipalities
7,179	Square miles of land

THE PEOPLE

In 2006	
7.1	Million population
3.6	Million jobs
By 2030	
8.7	Million population
5.1	Million jobs

THE TRANSPORTATION NETWORK

1,420	Miles of freeways and state highways
340	Miles of carpool lanes
19,400	Miles of local streets and roads
9,000	Miles of bus routes
470	Miles of rail transit
5	Commuter ferry lines
8	Toll bridges
5	Public ports
3	Major commercial airports
750	Miles of bikeways in the regional bicycle system, including the nine-county Bay Trail (and an additional 1,300 miles of new bikeways are proposed).



THE BUDGET

\$4.7	Billion (on average) in public funds will be spent every year on Bay Area transportation over the next 25 years.
84%	Share of spending devoted to maintaining and operating the region's existing road, highway and transit network.
16%	Share of spending directed to new projects or system expansion.
63%	Share of funding that will go to support public transit – for operations, rehabilitation and expansion.

THE AUTOMOBILE

4.6	Million cars owned regionwide in 2006
1.8	Cars per household
2.0	Most cars per household (average): Santa Clara County
1.1	Fewest cars per household (average): San Francisco County

THE COMMUTE

In 2005, Bay Area workers commuted by:

69%	Driving alone
11%	Carpooling
10%	Public transportation
10%	Working at home, walking, bicycling or other means

PUBLIC TRANSPORTATION

475+	Million trips a year are logged by Bay Area transit riders, on routes offered by some two dozen public transit agencies.
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Rail Operators

Altamont Commuter Express

BART

Caltrain

Capitol Corridor

Largest Bus Transit Operators (and areas served)

AC Transit
(Western Alameda & Contra Costa counties, San Francisco)

County Connection
(Contra Costa County)

Golden Gate Transit
(Marin & Sonoma counties, San Francisco)

Muni
(San Francisco)

SamTrans
(San Mateo County, San Francisco)

Valley Transportation Authority
(Santa Clara County)

Major Ferry Systems

Golden Gate Ferry
(Marin County, San Francisco)

Alameda/Oakland Ferry
(Alameda County, San Francisco)

Vallejo Baylink Ferry
(Solano County, San Francisco)



Who We Are

The Metropolitan Transportation Commission (MTC) was created by the California Legislature in 1970 to plan the transportation network for the nine Bay Area counties.

As the Bay Area grew, MTC's responsibilities increased, until today MTC is three agencies in one with a wide range of duties and a shared mission: to keep the Bay Area moving. In addition to its original charge to plan, finance and coordinate Bay Area transportation, MTC, as the Bay Area Toll Authority (BATA), is directing an \$11 billion program to improve the region's bridges and protect them against earthquakes. And, as the Service Authority for Freeways and Expressways (SAFE), MTC oversees a regionwide network of freeway call boxes and roving tow trucks.

The three agencies are directed by MTC's 19-member policy board. To help achieve its mission, MTC is aided by several citizen advisory committees and by a coalition of federal, state, regional and local agencies that are responsible for transportation and environmental quality in the Bay Area.

MTC has a staff of some 160 and an annual operating budget (including consultant contracts) of about \$88 million, which is funded from local, regional, state and federal transportation funds.

In recent years, MTC and BATA have been involved in everything from selecting the design for the new, seismically safe eastern span of the San Francisco-Oakland Bay Bridge to developing the Bay Area's 511 traveler information system, a free service available 24/7 on the phone at 511 and on the Web at 511.org.

**MTC is three agencies
in one with a shared
mission: to keep
the Bay Area moving.**



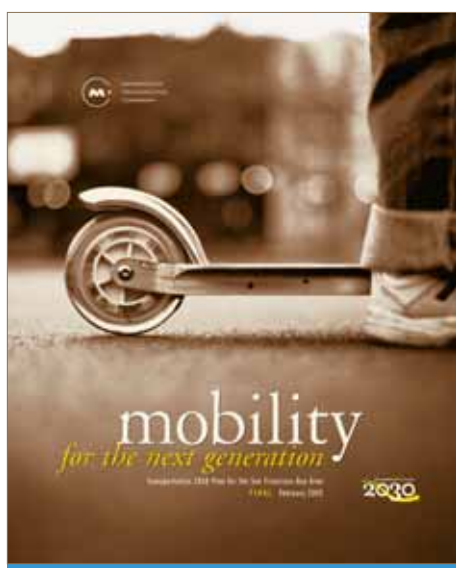
WHAT DOES MTC DO?

MTC Plans – Any new transportation project in the region must be included in MTC’s long-range Regional Transportation Plan to qualify for state or federal funds. With extensive input from the public and its transportation partners, MTC updates this 25-year plan every four years to guide regional transportation investments. Factors considered include available funding, as well as land-use, environmental and community goals.

In addition to long-range planning, the Commission studies or participates in studies of various travel corridors or modes. For example, the Commission recently teamed with BART, Caltrain and the California High-Speed Rail Authority

MTC allocates more than \$1 billion a year for Bay Area transportation projects.

on a long-term plan for expanding and improving rail service – for passengers and freight – throughout the Bay Area and into the Central Valley. MTC planners also track data collected annually from the U.S. Census to study the comings and goings of Bay Area commuters. This information, along with other travel surveys from a variety of sources, is used to forecast travel demand, plan transit routes, and prepare local general plans. (See also “Planning for the Future,” pages 16-19.)



MTC Funds – The Commission votes to allocate and keeps accurate accounting of more than \$1 billion a year. The funds are allocated to Bay Area public transit, local streets and roads, highways, freight facilities, and bicycle and pedestrian routes. To support its allocation decisions, MTC annually scrutinizes transit operators’ budgets and evaluates their service and overall performance. As the Bay Area Toll Authority, MTC is responsible for administering all revenues from the Bay Area’s seven state-owned toll bridges.



Through its Housing Incentive Program (HIP), and Transportation for Livable Communities (TLC) initiatives, MTC provides direct grants to municipalities and public/private partnerships that plan transit-oriented housing developments and community-oriented transportation projects. (See also, “The Funding Pipeline,” pages 20-29.)

MTC Coordinates – MTC devotes considerable energy to keeping the region’s transportation network functioning and to ensuring that the network delivers benefits to every Bay Area community. Working with the region’s transit operators, MTC has spearheaded the TransLink® project to enable transit riders to use a single ticket to ride on all Bay Area transit systems.

MTC Operates – In recent years, MTC has assumed a more active role in managing the Bay Area’s extensive transportation network by launching several “hands on” projects to promote efficient operation and monitoring of the system. (See “You Already Know MTC,” on pages 4-5.) With MTC’s assistance, many partner agencies are using technology to help coordinate traffic signal timing across city or other jurisdictional boundaries, to speed emergency vehicles’ access to fires and traffic accidents, or to increase traffic flows into and out of major events.

StreetSaver™, a pioneering, computer-based pavement management system developed by MTC staff, is helping Bay Area cities and counties to better maintain their local streets and roads.

MTC Advocates – As the transportation agency with responsibility for nine Bay Area counties, MTC is able to broker agreements in the regional interest among numerous local agencies. And, whether testifying in Washington or Sacramento to garner additional funds for transportation or making a case for a policy change to cut red tape, MTC promotes Bay Area priorities to the state and federal governments. By presenting a united regional front, MTC helps the Bay Area to put its best foot forward in the often intense competition for state and federal funding programs.

MTC promotes Bay Area priorities to the state and federal governments.

WHAT DOES BATA DO?

The Bay Area Toll Authority (BATA) is the newest and highest-profile offshoot of MTC. BATA began operations on January 1, 1998, under the auspices of MTC. It was created by the California Legislature to administer the base \$1 auto toll on the San Francisco Bay Area's seven state-owned toll bridges (the Antioch, Benicia-Martinez, Carquinez, Dumbarton, Richmond-San Rafael, San Francisco-Oakland Bay and San Mateo-Hayward bridges). In 2005, the Legislature expanded BATA's responsibilities to include administration of all toll revenue on these bridges, as well as management of the program to seismically retrofit the bridges, in conjunction with Caltrans and the California Transportation Commission.

As part of its activities, BATA funds the day-to-day operations, facilities maintenance and management of the seven state-owned toll bridges. BATA also funds the long-term capital improvement and

rehabilitation of the bridges, including the projects mandated by Regional Measure 1 (RM 1) and the Toll Bridge Seismic Retrofit Program. BATA has authority to set bridge tolls to ensure sufficient funds will be available to complete the seismic retrofit program.

In 2004, BATA also assumed responsibility for managing FasTrak® – the electronic toll collection system used on all Bay Area bridges (including the Golden Gate Bridge, which is owned and operated by an independent authority). Eliminating the need for commuters to stop and pay tolls helps to improve traffic flow at bridge toll plazas. BATA-sponsored marketing incentives and BATA-financed improvements to bridge toll plazas – including more FasTrak®-only lanes – are helping to dramatically expand FasTrak® enrollment regionwide.



HOW DOES MTC WORK?

The Commission

MTC's 19-member panel is made up of 16 voting members and three nonvoting members.

Voting Members

Of the 16 voting members, 14 are appointed directly by local elected officials.

- In each of the more populous counties – Alameda, Contra Costa, San Francisco, San Mateo and Santa Clara – two commissioners are appointed, one by the county's council of mayors and councilmembers (in San Francisco, by the mayor) and one by the county board of supervisors.
- In each of the less populous counties – Marin, Napa, Solano and Sonoma – the county's council of mayors and councilmembers nominates up to three candidates to the board of supervisors, which selects one commissioner.

The other two voting members represent regional agencies:

- the Association of Bay Area Governments (ABAG)
- the San Francisco Bay Conservation and Development Commission (BCDC)

Nonvoting Members

The three nonvoting members represent:

- the state's Business, Transportation and Housing Agency
- the federal Department of Housing and Urban Development
- the U.S. Department of Transportation

Because of this system, most commissioners are local elected officials. All commissioners serve four-year terms and may be reappointed. The chair and vice chair, elected by voting members of MTC, serve two-year terms. The full Commission meets once a month, usually on the fourth Wednesday. It meets as the Bay Area Toll Authority on the same day.

The Commission Works Through Standing Committees

Matters on the Commission agenda usually come in the form of recommendations from MTC standing committees. As much of the nitty-gritty work of MTC is done at the committee level, the public is encouraged to participate at this stage. MTC meetings are open to the public; to confirm dates, times and locations, call **510.817.5757**. Commission meetings and standing committee meetings are carried live on the Web at www.mtc.ca.gov/meetings/schedule/.



MTC's offices are located in the Joseph P. Bort MetroCenter, adjacent to the Lake Merritt BART station in Oakland.



MTC Standing Committees That Meet the Second Wednesday Of the Month:

BATA Oversight

Oversees the work of the Bay Area Toll Authority (BATA), which serves as fiscal watchdog for the revenue generated by the region's seven state-owned bridges as well as the multibillion dollar program to update and expand the bridges.

Meets at 9:30 a.m.

Administration

Oversees operation and management of MTC staff, approves consultant contracts and sets agency financial policies.

Meets at 9:45 a.m.*

Programming and Allocations

Develops regional policies for and recommends programming of federal and state funds for inclusion in the region's Transportation Improvement Program. Also, allocates local and state funds, including bridge toll funds, primarily for transit capital and operating projects. Reviews projects for consistency with regional priorities and air quality laws.

Meets at 10 a.m.*

**Most MTC Commissioners
are local elected officials.**

MTC Standing Committees That Meet the Second Friday Of the Month:

Planning

Recommends revisions to the Regional Transportation Plan – MTC's evolving long-range blueprint for Bay Area transportation – and oversees other planning studies and programs.

Meets at 9:30 a.m.

Operations

Oversees MTC's transportation management and operational activities, including 511 and TransLink®, highway and arterial operations programs, and the call box and Freeway Service Patrol programs administered by the MTC Service Authority for Freeways and Expressways (SAFE).

Meets at 10 a.m.*

Legislation

Recommends MTC legislative policy, represents the Commission in the legislative process, and oversees the Commission's public information and participation programs.

Meets at 10:30 a.m.*

*These meetings start at the time shown, or immediately following the previous meeting, whichever occurs later.



MTC Works Through Advisory Committees

MTC ensures ongoing community participation and guidance by sponsoring three advisory committees, identified below. At their monthly meetings, the committees make recommendations on a range of transportation issues and projects being considered by the Commission. The composition of the three panels reflects the Bay Area's demographic diversity.

Advisory committees make recommendations on issues being considered by the Commission.

MTC Advisory Council – The most broadly based of MTC's citizen participation groups, the Council is composed of 24 representatives from diverse categories, including:

- academia
- business and freight
- community
- environmental
- labor
- public safety
- transportation users
- architecture, construction and engineering
- news media
- MTC's other two advisory committees

The Advisory Council provides advice on Regional Transportation Plan revisions, legislative initiatives, funding priorities and other key subjects.

Elderly and Disabled Advisory

Committee – This committee focuses on issues of concern to the elderly and to persons with disabilities, particularly regarding access to transportation services and implementation of the Americans With Disabilities Act. This federal civil rights law requires, among other things, that public transit operators make their systems accessible to disabled persons.

Minority Citizens Advisory Committee –

This group works to ensure that the views and needs of minority communities identified in Title VI of the federal Civil Rights Act of 1964 are adequately reflected in MTC policies. The Commission appoints members from the nine Bay Area counties covering the region's major ethnic minority groups.




MTC Works With Transportation Partners

To manage a transportation system owned and operated by dozens of different agencies – with hundreds of different facilities, ranging from sidewalks to jet runways – strong organizational links must be formed. To this end, MTC has formed a coalition of some three dozen federal, state, regional and local institutions responsible for transportation and environmental quality in the Bay Area. This group, known as the Bay Area Partnership, includes:

- Caltrans (the California Department of Transportation)
- local transit operators
- representatives from county-level congestion management agencies
- local public works departments
- airports and seaports
- other regional, state and federal transportation and environmental-protection agencies.

Managing the region's transportation assets requires strong organizational links.

The Partnership meets regularly to develop and coordinate strategies to efficiently manage the region's transportation assets. The Partnership's work reflects its commitment to operate the transportation network as a single, well-integrated system. ■



Planning for the Future

REGIONAL TRANSPORTATION PLAN

One of MTC's most important functions is preparation of a Regional Transportation Plan (RTP) for the nine-county San Francisco Bay Area. The RTP is a road map to guide the region's transportation development for a 25-year period. Updated every four years to reflect changing conditions and new planning priorities, it is based on projections of growth in population, employment and travel demand coupled with financial assumptions. The RTP process includes extensive public consultation and outreach to various agencies and Bay Area residents.

No transportation project in the region can qualify for state or federal money unless it is found to be consistent with regional goals, and thus included in the RTP. Also, directives contained in federal transportation and clean air legislation require that the RTP include only those projects that the region can afford, and that, taken as a whole, the projects included in the plan must help improve air quality.

Transportation 2030: Mobility for the Next Generation is the RTP currently in effect. It was adopted by the Commission in 2005. Work has already begun on an update to that plan, scheduled for adoption in 2009.

REGIONAL TRANSIT EXPANSION PROGRAM (RESOLUTION 3434)

One of the cornerstones of the *Transportation 2030 Plan* is the Bay Area's Regional Transit Expansion Program, which calls for a \$13.5 billion investment in new rail and bus projects that will improve mobility and enhance connectivity for residents throughout the region. These include:

- a BART extension from Fremont to San Jose and Santa Clara
- a "Central Subway" that would extend San Francisco Muni's "T-Third" light-rail line to Chinatown
- a BART connector to the Oakland International Airport
- electrification of the Caltrain line and extension of the service to a rebuilt Transbay Terminal in downtown San Francisco
- a significant down payment on rail extensions or other transit improvements to Livermore and Antioch
- the addition of several new regional express bus routes, including an AC Transit Rapid Bus route running from International Boulevard in Oakland to Telegraph Avenue in Berkeley
- new ferry routes to serve San Francisco, the East Bay, the North Bay and the Peninsula

Artist's rendering (above) is of the under-construction self-anchored suspension portion of the new East Span of the San Francisco-Oakland Bay Bridge. The design for the bridge was selected by a special MTC task force.



The Regional Transit Expansion Program, which MTC adopted in December 2001 as Resolution 3434, is the successor to MTC's earlier Regional Rail Agreement, which was adopted in 1988 and delivered such critical projects as BART extensions to Pittsburg/Bay Point and Dublin/Pleasanton, the Tasman light-rail extension in Silicon Valley, and the BART extension to San Francisco International Airport. Like its predecessor, Resolution 3434 represents a regional consensus on how to invest limited transit expansion funds. Such a consensus is needed to garner federal and state funding to match locally raised revenues.

Resolution 3434 represents a regional consensus on how to invest limited transit expansion funds.

Encouraging Transit-Friendly Development

In July of 2005, MTC acted to maximize the smart-growth potential of the Resolution 3434 transit investments by adopting a new policy to guide future development near the new transit stations. The first of its kind in the country, MTC's Transit-Oriented Development Policy sets a minimum number of housing units that must be planned for in conjunction with Resolution 3434 transit extensions, with more capital-intensive investments (i.e., new rail lines) requiring a higher number of housing units. At the same time, MTC initiated a new Station Area Planning Grant Program to help local governments map out plans for housing, shops and offices – vibrant, mixed-use transit villages – in the vicinity of future transit hubs. ■





Bridge crews repaint and perform other maintenance tasks on an otherwise-deserted San Francisco-Oakland Bay Bridge in September 2007, when the entire span was closed for seismic upgrade work over the Labor Day weekend. MTC's Bay Area Toll Authority funds day-to-day operations and maintenance on the region's state-owned toll bridges.



FAST FACTS

	2006	2030	% Change
Bay Area Demographics Forecasts			
Employment	3,580,900	5,120,600	+ 43
Population	7,157,300	8,747,100	+ 22
Bay Area Travel Activity Forecasts			
Total Daily Person Trips	21,516,700	28,161,300	+ 31
Auto (including carpool)	17,945,700	23,480,700	+ 31
Transit	1,113,100	1,634,100	+ 47
Bicycle/Walk	2,457,900	3,046,500	+ 24
Average Daily Vehicle Miles Traveled			
Regional	148,165,200	191,176,500	+ 29
Average Travel Time to Work			
Time (minutes)	28.4	31.2	+ 10
Distance (miles)	11.7	11.5	- 1.5

Sources: Association of Bay Area Governments, MTC travel forecasts



The Funding Pipeline

Imagine a huge reservoir filled primarily by local streams – but augmented by smaller tributaries with headwaters in Washington, D.C., and Sacramento – and drained by a complex network of pipelines. The pipes take a tortuous path, shooting off in all directions. There are a number of shut-off valves, and leaks sometimes occur. There seems to be a lot of liquid flowing from the tap, yet there is always a thirst for more.

This plumbing analogy can shed light on transportation finance in the Bay Area. With a seemingly endless array of funding categories, programs and associated acronyms, it is a complicated process that provides an essential service to many but is well understood by relatively few.

Transportation funding implements the goals set in the planning process.

Probably the best and certainly the most straightforward way to look at transportation funding is to view it as the means of implementing the goals embraced in the planning process. The Bay Area's long-term plan, the *Transportation 2030 Plan*, characterizes transportation spending in terms of three key categories: adequate maintenance, system efficiency and strategic expansion.

ONGOING OPERATIONS AND MAINTENANCE

About 80 percent of all transportation revenues coming to the Bay Area are needed just to operate and maintain the existing system. Buses need drivers, and roads, bridges and transit systems require sizable investments for their upkeep. In this category fall such expenses as:

- filling potholes and resurfacing streets and roads
- strengthening bridges and overpasses to withstand a major earthquake
- buying fuel for transit vehicles and paying drivers' and mechanics' salaries
- providing special transit service for elderly and disabled persons who cannot use regular transit

Some of the money that comes to the region for transportation is targeted for building new transportation facilities and cannot be used for operations and maintenance. Thus, a community might have funding to build a new rail extension, but may lack the money to operate the new service once it is online. At present, such operating and maintenance funds are in short supply. MTC's latest projections identify a \$1.3 billion transit operating shortfall over the next 25 years, and an even larger \$10.9 billion funding gap for the upkeep of local streets and roads.



SYSTEM EFFICIENCY

It is not enough merely to keep the present system up to snuff by continuing to operate and maintain it. To get the most out of our regional transportation investments, we also must strive to improve the operating efficiency of the system. We must take steps to maximize the passenger and goods-movement throughput of our road, highway and transit networks. To do this, MTC is deploying new approaches and technologies to:

- smooth traffic
- simplify the payment of transit fares and bridge tolls
- inform travelers of road and transit conditions
- perform other important system-efficiency services

(A sampling of these operations-oriented projects is included in the “You Already Know MTC” section, pages 4-5.)

We also must strive to improve the operating efficiency of the system.

STRATEGIC EXPANSION AND CAPITAL INVESTMENTS

After the costly maintenance, operations and system preservation needs are addressed, less than one-fifth of the funding that comes to the region is available for new transportation investments. Yet the Bay Area needs to upgrade and expand the capacity of our transit and highway systems to prepare for the anticipated influx of an additional 1.6 million residents over the next 25 years. Typically, this type of investment is labeled “capital” in transportation circles. These capital improvements – be they rail extensions, road widenings or new bus transfer stations – require years of public review, environmental analysis, planning and design before any construction begins.

As with ongoing operation and maintenance of the existing system, there are many more ideas for improvements to the transportation network than there are funds available. This is not surprising when you consider the hefty price tag that some transportation projects carry. For example, the 8.7-mile BART extension from Colma to San Francisco International Airport cost in the neighborhood of \$1.5 billion. And the new, seismically safe East Span of the San Francisco-Oakland Bay Bridge is expected to cost some \$5.6 billion.



WHERE DOES THE FUNDING COME FROM?

Almost all transportation sources originate with taxpayers, who pay fuel, sales or other taxes and fees. As illustrated in the revenues chart on page 23, in the Bay Area, the bulk of the moneys are generated locally, with smaller portions coming from state and federal sources. While the gasoline tax used to be considered the lifeblood of transportation finance, it is now absorbed by the cost of operating and maintaining the state highway system, leaving nothing left over for improvements. As a result, 19 counties throughout the state have adopted local sales tax measures dedicated to transportation.

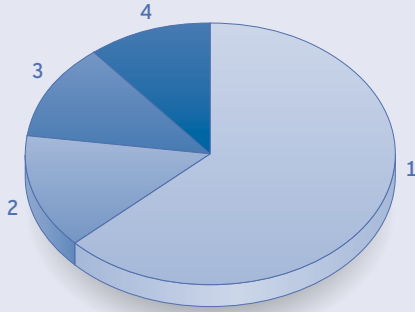
The cost of operating and maintaining the state highway system now absorbs available gas tax revenues.

At the statewide level, the two most recent sources of new funding were approved by the voters – Proposition 42 in 2002 and Proposition 1B in 2006 (see page 27 for more on these funding sources).

The “Major Transportation Funding Sources” table on pages 24-25 lists the main funding categories and the annual dollar amounts for the Bay Area.

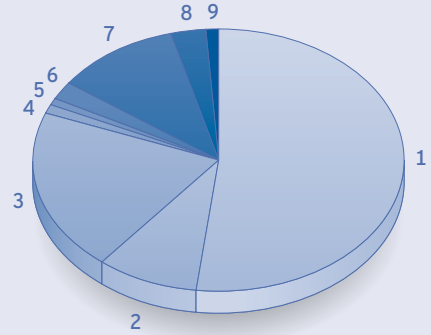
Note: The expenditures chart on page 23 illustrates how the Bay Area is spending available transportation funding over the next 25 years, based on revenues estimated at the time the *Transportation 2030 Plan* was adopted in 2005. Passage by California voters of Proposition 1B in 2006 provided an additional \$20 billion for a variety of transportation programs statewide. The Bay Area’s share is estimated to be approximately \$4.5 billion.

Projected Bay Area Transportation Revenues 2005-2030



The bulk of Bay Area transportation funds are generated locally.

Projected Bay Area Transportation Expenditures 2005-2030



Adequate Maintenance

1	Transit	\$61	51%
2	Highway	\$10	9%
3	Local Roads	\$23	20%

System Efficiency

4	Transit	\$2	1%
5	Highway	\$1	1%
6	Local Roads	\$2	2%

Strategic Expansion

7	Transit	\$13	11%
8	Highway	\$5	4%
9	Local Roads	\$1	1%
Total		\$118	100%

Source: Transportation 2030 Plan

MAJOR TRANSPORTATION FUNDING SOURCES (Fiscal Year 2005-06)

Local Funding Categories	Approximate Annual Amount for the Bay Area (in millions)
Transit Fares	\$ 570
Temporary 1/2¢ sales taxes	\$ 510
Permanent 1/2¢ sales taxes for transit	\$ 476
Transportation Development Act	\$ 285
Gasoline Tax Subventions (fuel tax; for local street and road maintenance)	\$ 210
Regional Measure 1 Bridge Tolls (\$1 base toll for maintenance of bridges and voter-approved Regional Measure 1 projects)	\$ 138
Regional Measure 2 Bridge Tolls (\$1 toll for voter-approved transit and congestion relief projects in the bridge corridors)	\$ 118
Seismic Retrofit Bridge Tolls ¹ (\$2 surcharge on state-owned bridges; for earthquake retrofit)	\$ 118
Property Taxes (local taxes in three Bay Area counties; for AC Transit operations and BART seismic retrofit)	\$ 97
Transportation Fund for Clean Air (\$4 vehicle registration fee)	\$ 22
State Funding Categories	
State Highway Operation and Protection Program (based on 2006 SHOPP)	\$ 350
Proposition 42	Amounts cited for Proposition 42 are for FY 2008-09
State Transportation Improvement Program	\$ 118
Local Streets and Roads	\$ 117
State Transit Assistance	\$ 50
State Transportation Improvement Program ²	\$ 172
State Transit Assistance (a portion of the sales tax on gasoline and diesel fuel; for transit capital and operations)	\$ 70
Proposition 1B: Infrastructure Bond	Varies – one-time bond with proceeds distributed over 10 years

Federal Funding Categories	Approximate Annual Amount for the Bay Area (in millions)
Federal Transit Act Section 5307 – Formula Funds (federal fuel tax for purchase of buses, trains, ferries, vans and support equipment, and for preventive maintenance and ADA-required paratransit service)	\$ 189
Federal Transit Act Section 5309 – Fixed Guideway (for purchase of rail cars, ferries, rail track and facilities)	\$ 102
Surface Transportation Program (STP) (federal fuel tax for most capital projects, including highways, rail and bus transit, local streets, port facilities, bicycle and pedestrian projects, etc.)	\$ 76
Congestion Mitigation and Air Quality Improvement Program (CMAQ) (federal fuel tax for projects to reduce vehicle emissions and traffic congestion)	\$ 69
Federal Transit Act Section 5316 – Job Access and Reverse Commute Program (JARC) (projects and services designed to transport low-income and disabled persons to work; projects to move people to suburban job centers)	\$ 2.5
Federal Transit Act Section 5307 – New and Small Starts (discretionary funding from general fund for rail extensions and rapid bus projects)	Discretionary – varies annually
Federal Transit Act Section 5310 – Elderly and Disabled (purchase of paratransit vans and related equipment)	Discretionary – varies annually
Bus and Bus Facility (purchase of buses and improvements to bus facilities)	Discretionary – varies annually

Notes:

- 1 Amount will double in fiscal year 2007-08 as a result of \$1 toll increase – bringing total seismic surcharge to \$2 – that took effect January 1, 2007.
- 2 Amount includes the contribution to the State Transportation Improvement Program from Proposition 42, listed separately.

See MTC's companion publication, *Moving Costs: A Transportation Funding Guide for the San Francisco Bay Area*, for a more complete listing of funding categories as well as which agencies make the funding decisions.

HOW DO TRANSPORTATION PROJECTS GET FUNDED?

Transportation funds are committed to projects, or “programmed,” in several ways.

Transportation Improvement Program (TIP)

MTC prepares the federally required Transportation Improvement Program, or TIP, every four years with the cooperation of local governments, transit operators and Caltrans. The TIP is a comprehensive, multiyear spending plan for the region that lists every transportation project that will receive even a penny of federal funds or that is subject to a federally required action, such as a permit or review for its impact on air quality. TIPs must “conform” to federal Clean Air Act requirements (meaning the projects, taken as a whole, must help improve the region’s air quality). As the primary spending plan for the region, the TIP is one of the principal means of implementing the goals and priorities identified in the Regional Transportation Plan.



State Transportation Improvement Program (STIP)

To receive state funding for capital improvements, most projects (such as a new roadway or highway lane, a new rail line or rail extension) must be included in the State Transportation Improvement Program, or STIP. Covering a five-year span and updated every two years, the STIP is a blueprint for spending certain available funds throughout California.

Transportation improvements must be included in the TIP.

Seventy-five percent of the STIP consists of spending programs developed at the regional level throughout the state, called Regional Transportation Improvement Programs (RTIPs). Each county receives a designated amount of funding from the RTIP, known as a “county share.” Congestion management agencies for each of the nine Bay Area counties forward their STIP proposals to MTC, which then reviews them for consistency with the goals of the long-range plan and ultimately compiles them into a region-wide RTIP. This is then forwarded to the California Transportation Commission (CTC) – a statewide panel appointed by the governor. In turn, the CTC must accept the RTIP in its entirety or send it back to the region for revision.

For the remaining 25 percent of STIP funding, Caltrans proposes a statewide plan for the CTC to adopt. This element is known as the Interregional Transportation Improvement Program, or ITIP, and is intended to address infrastructure needs that cross metropolitan boundaries and link the state’s transportation facilities.



Proposition 42 Has Become Main Fund Source for New Projects

In recent years, funding for the STIP has been in short supply due to the increasing costs of maintaining and operating the state’s aging highway system, which receives priority before gasoline tax funds are made available to the STIP. While state and federal gasoline excise (or “per gallon”) tax revenues used to be the main funding source for the STIP, it is now almost entirely dependent upon its share (40 percent) of Proposition 42 funds, whose source is the sales tax on gasoline. Statewide, Proposition 42 generated approximately \$1.4 billion in revenues in fiscal year 2006-07.

The first call on these funds is the Traffic Congestion Relief Program (a set of specified projects determined in state legislation enacted in 2000), which received \$678 million in fiscal year 2006-07. The remainder is split according to a ratio established in statute wherein:

- 40 percent is allocated to the STIP
- 40 percent is allocated to local street and road improvements for cities and counties
- 20 percent is allocated to public transportation improvements

(Following the expiration of the Traffic Congestion Relief Program, at the end of fiscal year 2007-08, Proposition 42 funds will flow in their entirety to the categories above.)

Proposition 1B: Infrastructure Bond

Recognizing the need for greater investment in transportation, in November 2006 California voters approved Proposition 1B, a general obligation bond measure that will fund nearly \$20 billion in transportation improvements.

Over the next decade, the Bay Area’s share of Proposition 1B funding is expected to be about \$4.5 billion. ■

Proposition 1B Statewide Summary

Category	Amount (in billions)
Goods Movement	\$ 2.0
Highway Improvements	\$ 5.5
Transit Expansion	\$ 4.0
State Transportation Improvement Program	\$ 2.0
Local Roads	\$ 2.0
Transit Security	\$ 1.0
Air Quality	\$ 1.2
State-Local Partnership	\$ 1.0
Highway Repairs	\$ 0.5
Other	\$ 0.7
Total	\$ 19.9

EVOLUTION OF A PROJECT

Typical Stages in the Development and Funding of Transportation Projects



Symbol is used to indicate best public participation opportunities.

(All the stages listed on this page, however, are open to comment by the public.) MTC encourages public participation in Bay Area transportation decision-making – especially during the earlier stages of the project development process, when citizen involvement is most effective.

1	Idea	
The process starts when a particular transportation need is identified or a new idea put forward. This first step can be taken by members of the public, a private business, a community group or a public agency.		
2	Define Project	
The project idea must be adopted by a formal sponsor – usually a government entity – which refines the initial idea and develops clear project specifications.		
3	Local Review	
In many cases, the project must first be presented for review to the local authorities, such as a municipal planning commission, local transit agency, city council or county board of supervisors. Some projects can be approved at the local level (e.g., street repairs) and financed with local dollars.		
4	County CMA Review	
To be eligible for certain state and federal funds, other (typically larger) projects must be cleared through the county-level congestion management agencies (CMAs).		

5 MTC Program Review



All projects competing for state and federal funds are reviewed by MTC as part of the preparation of the Regional Transportation Plan (RTP) and Transportation Improvement Program (TIP). At MTC, public participation is welcomed at committee-level and Commission-level meetings, as well as at special public hearings.

6 State Program

Projects reviewed and approved by MTC for state funding are included in the Regional Transportation Improvement Program (RTIP), which is considered for inclusion in the State Transportation Improvement Program (STIP).

7 Federal Program

Projects of all types – bus, rail, highway, bicycle, etc. – reviewed and approved by MTC for eligibility for federal funds are included in the Transportation Improvement Program. The federal document, being the most comprehensive, also includes many of the projects listed in the state program.

8 Grant Allocation (Funding)

Projects listed in the multiyear state and federal programs are reviewed again by MTC on a project-by-project basis to assure state and federal requirements are met. Approved projects are forwarded to the state or federal authorities for the final award of funds.



Getting Involved With MTC

MTC extends an open and continuing invitation to the Bay Area public to assist the agency in developing transportation solutions for the region. A comprehensive Public Participation Plan details the many avenues available to groups and individuals who would like to “plug into the process” and get involved in MTC’s work. The plan can be found on MTC’s Web site at www.mtc.ca.gov/get_involved/participation_plan.htm.

Residents of the nine Bay Area counties are encouraged to apply for vacant seats on MTC advisory committees (see pages 14-15.) In most cases, no specific education or professional experience is required, just a strong interest in transportation. Commissioners review all applications, may conduct interviews with potential members, and make final appointments to advisory committees for two-year terms. MTC Public Information staff are available to answer questions and provide information about participating in MTC citizen advisory committees. Phone the Public Information office at **510.817.5757**.

Meeting Schedules, Agendas and More

MTC encourages interested residents to attend MTC Commission and standing committee meetings to express their views. (See page 13 for information on MTC’s committee structure.) An up-to-date schedule of MTC meetings is available on the agency Web site, at www.mtc.ca.gov/meetings/schedule/index.htm. Agendas and packets of materials for meetings of the Commission and its committees and advisory panels are also posted.

Attend a meeting, join a committee, get involved!

Database Keeps Interested Residents in the Loop

MTC maintains a master database of interested residents, public agency staff and stakeholders. The database, which includes mailing information, e-mail addresses and other contact information, is organized around issues or events. This allows MTC to send targeted mailings to keep the public updated on the specific issues they are interested in. Members of the public may request to be added to MTC’s contact database by calling the Public Information office at **510.817.5757** or e-mailing info@mtc.ca.gov.



Web Site

MTC's news-oriented Web site, www.mtc.ca.gov, offers a wealth of information, illustrated with colorful graphics. The site:

- explains the agency's programs and activities in full detail
- provides links to 511, FasTrak®, TransLink®, and to all Bay Area transit operators, as well as to other regional, state and federal government agencies
- posts daily transportation headlines with direct links to news articles about Bay Area transportation and more

Also, MTC Commission meetings and many of its committee meetings are audiocast live on the Web site, and audiocasts of past meetings are archived on the site.



Publications

To keep the public informed of MTC's activities as well as about general transportation news for the Bay Area, MTC publishes a bimonthly newsletter, *Transactions*, and a comprehensive annual report (containing audited financial statements for both MTC and BATA). *Transactions* is sent free of charge to interested persons, the news media, public officials, legislators, transit staff, national transportation groups, environmental groups, business groups and libraries. Each issue is posted on MTC's Web site. To add your name to the *Transactions* mailing list, fill in the tear-out card at the back of this publication.

With Caltrans, MTC also publishes an annual *Bay Area Transportation: State of the System* report, which summarizes the performance of the Bay Area transportation system. Key facts and performance indicators are presented for freeways, local roadways, transit, goods movement, and bicycle and pedestrian travel in the region. As well, MTC regularly issues news releases on its programs and actions and arranges for its staff and commissioners to make presentations in the community.



Library Services: Information for the Asking

The MTC-ABAG (ABAG stands for the Association of Bay Area Governments, which is located in the same building as MTC) Library is a fully accredited facility stacked with books and periodicals with a special focus on transportation and planning. MTC reports, brochures and studies are available to the public through the library, as are other publications to help you get the latest word on transportation planning, demographics, economic indicators and regional issues. The MTC-ABAG Library offers free public access to the Internet. Upon request, MTC publications can be transferred to a format that is accessible to persons with disabilities.

MTC-ABAG Library

Joseph P. Bort MetroCenter
101 Eighth Street (at Oak Street)
First Floor
Oakland, CA 94607
8:30 a.m. to 5 p.m., Monday-Friday
Phone: 510.817.5836
Fax: 510.817.5932
E-mail: library@mtc.ca.gov

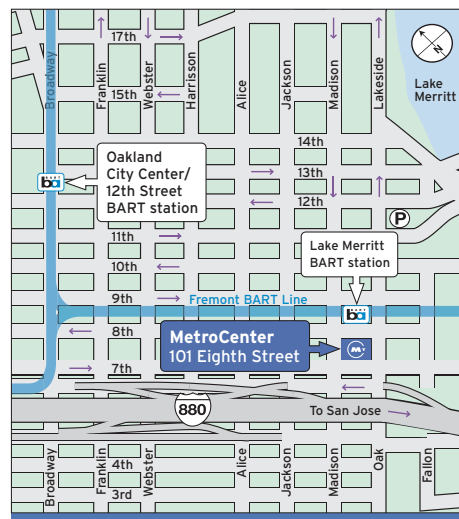
Visit the MTC-ABAG Library for the latest on transportation planning and related topics.

Visit MTC

MTC's offices – site of Commission and committee meetings, as well as the MTC-ABAG Library – are at:

Joseph P. Bort MetroCenter
101 Eighth Street (at Oak Street)
Oakland, CA 94607
(Receptionist is on the third floor)
8 a.m. to 5 p.m., Monday-Friday
Phone: 510.817.5700
Fax: 510.817.5848
E-mail: info@mtc.ca.gov
Web: www.mtc.ca.gov

The building is adjacent to the Lake Merritt BART station, and several AC Transit lines stop within a few blocks. The MetroCenter also is easily accessible via Interstate 880 or Interstate 980. Both street and garage parking are available nearby. ■



MAKING THE LOCAL CONNECTION

The first step toward participating in MTC may begin close to home – with your county congestion management agency, your local transit operator or your city council. Here are contacts for the nine county congestion management agencies:

Alameda County Congestion Management Agency

1333 Broadway, Suite 220
Oakland, CA 94612
Phone: 510.836.2560
Fax: 510.836.2185
Web: www.accma.ca.gov

Contra Costa Transportation Authority

3478 Buskirk Avenue, Suite 100
Pleasant Hill, CA 94523
Phone: 925.407.0121
Fax: 925.407.0128
Web: www.ccta.net

Transportation Authority of Marin

3501 Civic Center Drive, Room 304
San Rafael, CA 94903
Phone: 415.507.2680
Fax: 415.507.2648
Web: www.tam.ca.gov

Napa County Transportation & Planning Agency

707 Randolph Street, Suite 100
Napa, CA 94559
Phone: 707.259.8631
Fax: 707.259.8638
Web: www.nctpa.net

San Francisco County Transportation Authority

100 Van Ness Avenue, 26th Floor
San Francisco, CA 94102
Phone: 415.522.4800
Fax: 415.522.4829
Web: www.sfcta.org

San Mateo City/County Association of Governments (C/CAG)

County Office Building
555 County Center, 5th Floor
Redwood City, CA 94063
Phone: 650.599.1406
Fax: 650.361.8227
Web: www.ccag.ca.gov

Santa Clara Valley Transportation Authority

3331 N. First Street, Building B
San Jose, CA, 95134
Phone: 408.321.2300
Fax: 408.321.7535
Web: www.vta.org

Solano Transportation Authority

One Harbor Center, Suite 130
Suisun City, CA 94585
Phone: 707.424.6075
Fax: 707.424.6074
Web: www.solanolinks.com

Sonoma County Transportation Authority

490 Mendocino Avenue, Suite 206
Santa Rosa, CA 95401
Phone: 707.565.5373
Fax: 707.565.5370
Web: www.sctainfo.org



Bay Area “Transportationese”

In MTC’s world, HIP doesn’t mean “cool,” TLC doesn’t offer “tender loving care” and “ice tea” is not a drink. The business of transportation, like many other industries, professions and government agencies, is full of acronyms, abbreviated names and jargon. If you’d like to become fluent in “transportationese,” here’s a list of terms to start you on your way.

511 511 is a 24-hour, toll-free phone and Web service (511.org) that consolidates Bay Area transportation information into a one-stop resource. 511 provides up-to-the-minute information on traffic conditions, public transit routes and schedules, carpool and vanpool referrals, bicycle routes and more. 511 is managed by a partnership of public agencies, led by MTC, the California Highway Patrol and Caltrans. When MTC activated the 511 phone number in 2002, the region became the first in the state to implement a free, phone-based traveler information service.

ABAG Association of Bay Area Governments A voluntary association of counties and cities that is the general planning agency for the nine-county San Francisco Bay Area. Also provides demographic, financial, administrative, training and conference services to local governments and businesses. ABAG appoints a representative to sit on the Commission.

ADA Americans With Disabilities Act

Federal civil rights legislation for disabled persons passed in 1990; calls on public transit systems to make their services more fully accessible, as well as to underwrite a parallel network of paratransit service.

BAAQMD Bay Area Air Quality Management District

(Also known as the Air District, since the acronym seems to take longer to say than the full name.) Regulates industry and employers to keep air pollution in check and sponsors programs to clean the air. The Air District works with MTC and the Association of Bay Area Governments on issues that affect transportation, land use and air quality.

BATA Bay Area Toll Authority

Entity created by the state Legislature to administer the base \$1 toll from the Bay Area’s seven state-owned toll bridges. Now oversees all toll revenue from the seven toll bridges. MTC began operations as BATA on January 1, 1998.

Bay Area Partnership Often referred to simply as “The Partnership,” this is a confederation of the top staff of various transportation agencies in the region (MTC, public transit operators, county CMAs, city and county public works departments, ports, Caltrans, U.S. DOT, etc.) as well as environmental protection agencies. The Partnership works by consensus to improve the overall efficiency



and operation of the Bay Area's transportation network, including developing strategies for financing transportation improvements.

BCDC San Francisco Bay Conservation and Development Commission A state-established agency with jurisdiction over dredging and filling of San Francisco Bay and limited jurisdiction over development within 100 feet of the Bay. BCDC appoints a representative to sit on the Commission.

CAA Clean Air Act Federal legislation that requires each state with areas that have not met federal air quality standards to prepare a State Implementation Plan, or SIP. The sweeping 1990 amendments to the CAA established new air quality requirements for the development of metropolitan transportation plans and programs. The California Clean Air Act (or CCAA) sets even tougher state goals.

Caltrans California Department of Transportation The state agency that operates California's highway system.

Capital Funds Moneys dedicated for new projects to cover one-time costs, such as construction of roads or transit lines and facilities, or purchase of buses and rail cars.

CHP California Highway Patrol State law enforcement agency responsible for highway safety, among other things.

CMA Congestion Management Agency

A county-level agency responsible for preparing and implementing a county's Congestion Management Program. CMAs came into existence as a result of state legislation and voter approval of Proposition 111 in 1990. Subsequent legislation made optional the requirement for counties to have a CMA. All Bay Area counties have them.

CMAQ Congestion Mitigation and Air Quality Improvement Program A pot of federal money for projects and activities that reduce congestion and improve air quality, both in regions not yet attaining federal air quality standards and those engaged in efforts to preserve their attainment status.

Conformity A process in which transportation plans and spending programs are reviewed to ensure that they are consistent with federal clean air requirements; transportation projects collectively must not worsen air quality.

CTC California Transportation Commission A state-level commission, consisting of nine members appointed by the governor, that establishes priorities and allocates funds for highway, passenger rail and transit investments throughout California. The CTC works with the state Business, Transportation and Housing Agency in overseeing Caltrans, and participates in the development of state and federal legislation that affects transportation funding.

Environmental Justice The term stems from a 1994 presidential executive order to promote equity for disadvantaged communities and promote the inclusion of racial and ethnic populations and low-income communities in decision-making. Local and regional transportation agencies must ensure that services and benefits, as well as burdens, are fairly distributed to avoid discrimination.

EPA Environmental Protection Agency Federal department responsible for researching and setting national standards for environmental quality. The EPA works with other federal, state, local and regional agencies to issue permits, monitor compliance and enforce environmental laws.

Equity Analysis Consistent with federal requirements for environmental justice, MTC conducts an equity analysis covering the 25-year Regional Transportation Plan to determine how the benefits and burdens of the plan's investment strategy affect minority and low-income communities.

FasTrak® The electronic toll collection system used on the Bay Area's seven state-owned toll bridges and the Golden Gate Bridge. FasTrak® customer service operations are managed by the Bay Area Toll Authority.

FHWA Federal Highway Administration U.S. Department of Transportation agency responsible for administering the federal highway aid program to individual states, and helping to plan, develop and coordinate construction of federally funded highway projects. FHWA also governs the safety of hazardous cargo on the nation's highways.

Flexible Funding Unlike funding that flows only to highways or only to transit by a rigid formula, this money can be invested in a range of transportation projects. Examples of flexible funding categories include the Surface Transportation Program, and the Congestion Mitigation and Air Quality Improvement Program (both federal).

FTA Federal Transit Administration U.S. Department of Transportation agency that provides financial and planning assistance to help plan, build and operate rail, bus and paratransit systems. The agency also assists in the development of local and regional traffic reduction programs.

HIP Housing Incentive Program An incentive program initiated by MTC in 2000 that provides seed money to municipalities and their development partners to encourage the development of compact residential communities near public transit hubs.

HOT Lane High-Occupancy/Toll Lane A designated lane that motorists driving alone can use if they pay a toll, allowing them to avoid traffic delays in the adjacent regular lanes. HOT lanes usually are combined with high-occupancy-vehicle (HOV or carpool) lanes that have enough capacity to handle more vehicles. Toll-paying drivers and toll-free carpools/vanpools share the lane, increasing the number of total vehicles using the HOV/HOT lane and generating revenues that can be used for transportation improvements.

HOV Lane High-Occupancy-Vehicle Lane The technical term for a carpool lane, commuter lane or diamond lane.

Intermodal The term “mode” is used to refer to and to distinguish from each other the various forms of transportation, such as automobile, transit, ship, bicycle and walking. Intermodal refers specifically to the connections between modes.

ISTEA Intermodal Surface Transportation Efficiency Act

Pronounced “Ice Tea,” this landmark federal legislation signed into law in 1991 initiated broad changes in the way transportation decisions are made. ISTEA emphasized diversity and balance of modes, as well as the preservation of existing systems before construction of new facilities. ISTEA expired in 1997, but much of its program structure was carried forward in successor federal legislation (see “TEA 21” and “SAFETEA”).

ITIP Interregional Transportation Improvement Program A state funding program intended to address needs that cross metropolitan boundaries. Caltrans nominates and the CTC approves a listing of interregional highway and rail projects for 25 percent of the funds to be programmed in the STIP. (The other 75 percent are RTIP funds; see below.)

ITS Intelligent Transportation Systems Technical innovations that apply communications and information processing to improve the efficiency and safety of ground transportation systems. In the Bay Area, ITS initiatives include closed-circuit video monitoring of freeway traffic conditions and the use of automatic vehicle location technology to provide real-time transit and traffic information to the 511 telephone and Web-based information service. ITS initiatives are also used to coordinate traffic signals and speed emergency vehicle response times.

JPC Joint Policy Committee Created by state law to coordinate regional planning efforts in the Bay Area, the JPC includes representatives from MTC, ABAG, BAAQMD and the San Francisco Bay Conservation and Development Commission (BCDC).

Lifeline Transportation Network

An MTC initiative to enhance low-income residents’ access to key destinations such as job centers, government buildings and medical facilities during both peak commute periods and off-peak hours. While most of the Lifeline network identified by MTC is already served by existing transit routes, some low-income communities and/or destinations are not served by transit or lack service at specific times of day. MTC is working with transit operators and potential funding partners to fill these gaps in the network, whether by transit or other options such as car-sharing.

MPO Metropolitan Planning Organization A federally required body responsible for the transportation planning and project selection in its region; the governor designates an MPO in every urbanized area with a population of over 50,000. MTC is the Bay Area’s MPO.

Operating Funds Moneys used to fund general, day-to-day costs of running transportation systems. For transit, costs include fuel, salaries and replacement parts; for roads, operating costs involve maintaining pavement, filling potholes, paying workers’ salaries, and so forth. (See “Capital Funds.”)

Paratransit Door-to-door bus, van and taxi services used to transport elderly and disabled riders. Sometimes referred to as dial-a-ride service, since trips are made according to demand instead of along a fixed route or according to a fixed schedule.

PMS Pavement Management System

This cooperative effort between MTC and more than 100 local jurisdictions evaluates options for improving the maintenance of local streets and roads. MTC provides its own StreetSaver™ computer software and technical assistance to help cities and counties extend the life of pavement and thus stretch local budgets further.

Program (1) *verb*, to assign funds to a project that has been approved by MTC, the state or other agency; (2) *noun*, a system of funding for implementing transportation projects or policies, such as through the State Transportation Improvement Program (see “STIP”).

Proposition 1B (also known as the Infrastructure Bond) – Passed by 61 percent of the voters in November 2006, Proposition 1B authorizes the state to issue a \$20 billion general obligation bond for a variety of transportation improvements.

Proposition 42 A statewide initiative approved in 2002 that requires gasoline sales tax revenues to be dedicated to transportation purposes. In FY 2006-07, Proposition 42 funds are estimated to provide approximately \$1.4 billion statewide. In November 2006, the voters passed a subsequent initiative, Proposition 1A, which provides greater assurance that these funds will go to transportation. Proposition 1A allows

the funds to be loaned to the General Fund only twice in a 10-year period and requires that funds be repaid within three years prior to making a second loan.

Resolution 3434 (also known as the Regional Transit Expansion Program) – A list of high-priority rail and express bus improvements to serve the Bay Area’s most congested corridors. MTC adopted Resolution 3434 in December 2001 to establish clear priorities for the investment of transit expansion funds.

RM 1 Regional Measure 1 Passed by Bay Area voters in 1988, RM 1 increased tolls (which at the time varied by bridge) on the region’s seven state-owned bridges to a uniform \$1. Revenues generated by the toll increase were dedicated by RM 1 to fund certain highway and bridge improvements, public transit rail extensions, and other projects that reduce congestion in the bridge corridors.

RM 2 Regional Measure 2 A ballot measure instituting a \$1 bridge toll increase passed by Bay Area voters in March 2004. The expenditure plan funds 37 capital projects, with an emphasis on transit improvements in the bridge corridors, as well as a dozen transit operating projects to enhance service along the bridge corridors.

RTIP Regional Transportation Improvement Program A listing of highway and transit projects that the region hopes to fund; compiled by MTC every two years from priority lists submitted by local jurisdictions. The California Transportation Commission (CTC) must either approve or reject the RTIP list in its entirety. Once the CTC approves an RTIP, it is combined with those from other regions to comprise 75 percent of the funds in the STIP (see below).

RTP Regional Transportation Plan

A blueprint to guide the region's transportation development for a 25-year period. Updated every four years, it is based on projections of growth in population and travel demand coupled with financial projections. Required by state and federal law.

RTPA Regional Transportation Planning Agency

A state-designated agency responsible for preparing the Regional Transportation Plan and the Regional Transportation Improvement Program, administering state funds, and other tasks. MTC is the Bay Area's RTPA.

SAFE Service Authority for Freeways and Expressways

As the region's SAFE, MTC – in partnership with the California Highway Patrol and California Department of Transportation – oversees the installation and operation of call boxes along Bay Area freeways and administers a roving tow truck service (Freeway Service Patrol) to quickly clear incidents from the region's most congested roadways. State legislation in 1987 created the MTC SAFE, which is funded in part through a \$1 surcharge on motor vehicle registrations.

SAFETEA Safe, Accountable, Flexible, Efficient Transportation Equity Act

A multiyear federal transportation bill, signed into law by President George W. Bush on August 10, 2005. The bill authorizes \$255.5 billion in funding for federal surface transportation programs over five years. SAFETEA maintains the program structure of its predecessor, TEA 21, but provides a much higher number of earmarks for special projects chosen by Congress. SAFETEA is distinguished by its emphasis on safety, including a federal Safe Routes to School Program, and new flexibility for states to develop high-occupancy/toll (HOT) lanes.

SHOPP State Highway Operation and Protection Program

State funding program for highway projects that will improve traffic safety; preserve bridges, roadways and/or roadsides; increase mobility; or improve facilities related to the state highway system. It is adopted on a four-year schedule. Pursuant to state law, the SHOPP receives priority in funding before funds are made available to the STIP.

SIP State Implementation Plan

Here's a case where one term refers to two different – albeit related – documents. Metropolitan areas prepare regional SIPs showing steps they plan to take to meet federal air quality standards (outlined in the Clean Air Act). Several SIPs make up the statewide plan for cleaning up the air, also known as a SIP.

Smart Growth A set of policies and programs designed to protect, preserve and economically stimulate established communities, while protecting valuable natural and cultural resources and limiting sprawl.

SOV Single-Occupant Vehicle A vehicle with one occupant, the driver, who is sometimes referred to as a “drive alone.”

Spare the Air Program established by BAAQMD to educate people about air pollution and to encourage them to curtail emissions by driving less, taking public transportation, carpooling, walking, biking and other measures. Spare the Air season runs from June 1 through October 13. MTC partners with BAAQMD and Bay Area transit operators to offer free fares on the season's first several Spare the Air days in an effort to increase transit ridership and reduce emissions from driving.

STA State Transit Assistance Provides funding for mass transit operations and capital projects.

STIP State Transportation Improvement Program What the CTC ends up with after combining various RTIPs as well as a list of specific projects proposed by Caltrans. Covering a five-year span and updated every two years, the STIP determines when and if transportation projects will be funded by the state.

STP Surface Transportation Program One of the key federal funding programs. STP moneys are “flexible,” meaning they can be spent on mass transit and pedestrian and bicycle facilities as well as on roads and highways.

TCM Transportation Control Measure A strategy to reduce driving or to smooth traffic flows in order to cut auto emissions and resulting air pollution. Required by the Clean Air Act, TCMs for the Bay Area are jointly developed by MTC, the Bay Area Air Quality Management District and ABAG. Examples of TCMs include roving tow truck patrols to clear stalls and accidents from congested roadways, new or increased transit service, or a program to promote carpools and vanpools.

TCRP Traffic Congestion Relief Program A five-year state transportation investment plan passed by the California Legislature and signed into law in 2000. The plan originally called for \$6.8 billion of spending (with \$1.7 billion to the Bay Area) from fiscal 2000-01 to 2005-06, but subsequent refinancing agreements postponed the funding until fiscal 2002-03 to 2007-08.

TDA Transportation Development Act State law enacted in 1971. TDA funds are generated from a tax of one-quarter of one percent on all retail sales in each county; used for transit, special transit for disabled persons, and bicycle and pedestrian purposes, they are collected by the state and allocated by MTC to fund transit operations and programs. In nonurban areas, TDA funds may be used for streets and roads under certain conditions.

TDM Transportation Demand Management Low-cost ways to reduce demand by automobiles on the transportation system, such as programs to promote telecommuting, flextime and ridesharing.

TEA Transportation Enhancement Activities A federal transportation funding category. Ten percent of STP moneys must be set aside for projects that enhance the compatibility of transportation facilities with their surroundings. Examples of TEA projects include bicycle and pedestrian paths, restoration of rail depots or other historic transportation facilities, acquisition of scenic or open space lands next to travel corridors, and murals or other public art projects.

TEA 21 Transportation Equity Act for the 21st Century Passed by Congress in 1998, TEA 21 retained and expanded many of the programs created in 1991 under ISTEA. The law reauthorized federal surface transportation programs for six years (1998-2003), and significantly increased overall funding for transportation. Its successor is SAFETEA.

TETAP Traffic Engineering Technical Assistance Program An MTC initiative that provides local jurisdictions with traffic engineering assistance and expertise on projects to improve traffic flows on major arterials.

TIP Transportation Improvement

Program This is the primary spending plan for federal funding expected to flow to the region from all sources for transportation projects of all types. The TIP must be updated at least once every four years. It covers a four- or five-year period.

Title VI Refers to Title VI of the Federal Civil Rights Act of 1964, and requires that transportation planning and programming be nondiscriminatory on the basis of race, color and national origin. Integral to Title VI is the concept of environmental justice.

TLC Transportation for Livable

Communities Funding program created by MTC in 1998 to fund small-scale, community- and transit-oriented projects that improve neighborhood vitality.

TMC Transportation Management

Center A centralized regional facility for notifying travelers of current traffic and roadway conditions through various media including radio and TV reporters, roadway message signs, and highway advisory radio. The TMC and the regional Traffic Operations System (see “TOS” below) reflect the growing importance of system management and intelligent transportation systems in combating roadway congestion. The Bay Area TMC, which is partially funded by MTC, is located in the Caltrans District 4 headquarters building in Oakland.

TOD Transit-Oriented Development

A type of development that links land use and transit facilities to support the transit system and help reduce sprawl, traffic congestion and air pollution. It calls for locating housing, along with complementary public uses (jobs, retail and services) at strategic points along a transit line.

TOS Traffic Operations System In the Bay Area, Caltrans and the CHP monitor traffic flows by means of detectors embedded in pavement and closed-circuit television cameras, quickly dispatching tow trucks and other assistance. Message signs and broadcasts alert drivers and transit riders to conditions ahead, while ramp metering controls traffic flows. All these devices together comprise the TOS. (See also “TMC.”)

TransLink® MTC’s prototype for a universal ticket valid on all transit modes, from BART to buses to ferries. Translink® went into service in the fall of 2006 on AC Transit buses and Golden Gate Transit buses and ferries. TransLink® smart card technology can provide a broad range of services beyond transit fares, including payment for parking meters, telephone calls, retail purchases and perhaps even Internet purchases.

U.S. DOT United States Department of Transportation

The federal cabinet-level agency with responsibility for highways, mass transit, aviation and ports; headed by the secretary of transportation. The DOT includes the Federal Highway Administration and the Federal Transit Administration, among others. There are also state DOTs (known as Caltrans in California).

VII Vehicle Infrastructure Integration

VII is a major ITS (see entry) initiative. The goal of VII is to provide a communications link between vehicles on the road, and between vehicles and the roadside infrastructure, in order to increase the safety, efficiency, and convenience of the transportation system.

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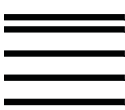
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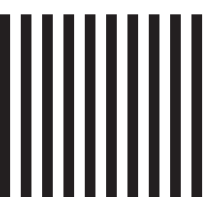
This guide is one element in a larger effort to foster greater public awareness of and involvement in the transportation decision-making process. Comments and suggestions for improving MTC's public involvement activities are always welcome. Call, fax, e-mail or send your comments to:

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